

1973

Harwich Port Health Authority

ANNUAL REPORT

OF THE

MEDICAL OFFICER OF HEALTH

HARWICH PORT HEALTH AUTHORITY

Committee Members of the Authority as at 31st December, 1973.

BOROUGH OF HARWICH

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Councillor F. V. E. GOOD
Councillor J. A. P. L. PERERA
Councillor D. H. ROBSON
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Councillor J. W. C. WRIGHT

DEBEN R. D. C.

Councillor J. W. E. SABB, T.D.

Clerk and Solicitor:

H. M. H. WARD, O.B.E., M.A.



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HARWICH.

February, 1974.

To the Chairman and Members of the Harwich Port Health Authority.

Mr. Chairman, Lady and Gentlemen,

I have the honour to present the Annual Report for the year ending 31st December, 1973. This is my ninth Report and it is drawn up in accordance with Regulation 12(4) of the Public Health Officers (Port Health Districts) Regulations, 1959.

Re-organisation

Although there has been provision for the establishment of Port Health Authorities since the Public Health Act of 1872, the Harwich Port Health Authority has not reached its centenary. Nevertheless it is about to complete its 75th year of constitution and in spite of re-organisation of Local Government and the National Health Service, legislation is provided for it to remain as a joint Local Government District Authority.

The Port Medical Officer, however, will no longer hold executive authority and like other Medical Officers of Health he will lose his identity. The Authority will in future have the services of a Medical Adviser who will be a Community Physician or other Specialist in Community Medicine employed by the Area Health Authority. This named "proper officer" will have additional duties with the Area Health Authority. The Port Health Authority will be required to make provision for the "proper officer" to advise on a continuous basis and the Authority's staff and offices should be available to him so that he can make regular contact with the Authority and thus establish a working partnership. In the past, the Port Medical Officer had established such liaison with the Chief Port Health Inspector, and although the Medical Officer had executive authority he usually confined this to those sections of the work requiring medical advice or on such occasions when clearly someone had to accept authoritative responsibility. The Chief Port Health Inspector will now have to accept the executive responsibility of a large section of the work of the Port Health Authority and in spite of his experience it is to be hoped that he will not be left without adequate medical support and that he will continue to seek such support in dealing with the many aspects of his work.

The Past

It has been suggested that Medical Officers of Health may wish to make some reference to the past when submitting their last Annual Reports. For the sake of historians I have managed to preserve the Harwich Port Sanitary Reports since 1923 - just fifty years. I can do little else than to draw your attention in this Report to the section of "Accommodation for Vessels" which outlines the development of the various quays, wharfs and docks, and to quote a few extracts from past Reports:-

"more aliens land at this Port than any other Port in the United Kingdom with the exception of Dover.... The quantity of foodstuffs brought to Parkeston Quay is only exceeded in two other Ports in the United Kingdom (1923)"

"The only event of importance which has occurred during the year has been the opening of the Train Ferry Service between Harwich and Zeebrugge. The object of this ferry is to transfer perishable goods and foodstuffs direct from their source to their destination. (1924)"

"The L.N.E.R. Railway entered into agreement whereby the Flushing and Folkestone packet boats should be transferred to Harwich with a daily service from Harwich to Flushing. (1926)"

"The prosperity of the Port has been considerably augmented by the daily service of steamers belonging to the Zeeland Shipping Company which commenced running on the 1st January, 1927. (1927)"

On a lighter vein may I quote further from previous Reports:-

"The knowledge that an Alien who wishes to reside in this Country for any length of time has to submit to a rigorous medical examination, very probably acts as a deterrent, and prevents undesirable people from attempting to enter the Port. (1925)"

"The analyst reports that he found some sweets flavoured with something acid, others coloured with green pigment. Four chocolates were stuffed with bleached sawdust. Anybody munching these would have considerable difficulty in washing his mouth and teeth free from the mass of sawdust. Three other chocolates contained long strips of fabric rolled up. If a child got one of these in its mouth, there would be an obvious danger of choking. (1930)"

Accordingly it seems that these "Joke Sweets" were considered contrary to the interests of health.

With no disrespect to present staff, the working hours in earlier Reports (1950 and earlier) were quoted as commencing at 5.30 a.m. while although the discharge of foodstuffs was usually completed by 10.00 p.m., night clearance of Train Ferry perishable traffic commenced about midnight and inspection was carried on between 2.00 a.m. and 5.00 a.m.

Recent Development

The build up of the Port in recent years commenced in 1966 with the introduction of several new passenger and freight services at Parkeston Quay and the commencement of an £8 million development scheme for Container traffic and the provision of a new Passenger Terminal. This coincided with the extensive development at Felixstowe Dock. By 1969, Navyard Wharf had built a new passenger and car terminal for operating Prins Ferries, which now provide a daily service to and from Germany. Two years later, the new passenger terminal at Parkeston Quay, considered the best in this Country, was completed.

Shipping in the past decade has risen from 3,670 to 8,942 with a corresponding increase of tonnage from 4,056,444 to 13,919,044. The figures for this year are consistent with further rises. Passenger traffic over the decade has risen from 630,775 to 1,392,947 using the Port annually. The proportion of British to non-British has remained approximately equal. The Port continues to be listed as the second largest passenger seaport in this Country. Whereas in the past this Port was quoted to be only exceeded by two other ports in the United Kingdom on the quantity of foodstuffs imported, I should likewise be prepared to challenge any other Port Health Authority other than London and possibly Southampton, in exceeding our amount of imported food. In view of the difficulty in measuring foodstuff which may arrive in mixed cargo and notified by weight or by the number of containers, packages, cartons, cases, sacks and the like, and amounting to millions of such packages annually, I do not anticipate having to meet such a challenge.

International Health

One of the duties of a Port Health Authority is the prevention of importation of infectious disease. In view of the high standard of Public Health services in this country this no longer imposes a major problem but because of the risk of smallpox one cannot dispose of the quarantine services. Under the Public Health (Ships) Regulations 1970 it is the duty of a Master of a ship to notify the Port Health Authority of any cases or suspected cases of infectious disease. However, the time lapse for a ship to arrive from an "endemic" area to this port would normally eliminate the incubation period of a case of smallpox.

Although we must remain vigilant and in spite of the permitted relaxation of some of the health measures from ships arriving from "excepted" ports, I am of the opinion that some discretionary powers might be permitted under the Regulations, for where in the case of regular packet-boats or excursion traffic from "excepted" ports, health clearance is not normally required, this relaxation might be extended to other regular shipping using the port. The Master of a ship is always responsible for notifying cases of illness on board, and a Medical Officer if uninformed can take no useful measures in controlling infectious disease, so that other authoritative measures have little value without co-operation. In future planning of a quarantine service it may be a little premature to ignore quarantine formalities to ships. Nevertheless, smallpox is the only likely disease to remain under the Public Health (Ships) Regulations, when so amended, and there is strong opinion that the present quarantine procedures although necessary in some parts of the World are outdated in this Country. With our entry into the European Economic Community the work of the Council of Europe and the "Partial Agreement" countries will no doubt continue towards the relaxation of health control between these countries. It would, therefore, seem appropriate to explore, in co-operation with the Waterguard section of H.M. Customs, the necessary requirements for regular shipping services between Harwich and the Continent. Quick turn-rounds and commencement of ships' business in the harbour while awaiting docking should not be unnecessarily withheld by reason of health controls.

Lest I should be accused of showing complacency over International health measures, I should record that our quarantine services are from time to time alerted, and in 1971, the outbreak of smallpox in Westphalia entailed examination of certificates and surveillance of passengers arriving from the infected area in Germany. We were alerted in the same year when cholera spread into Eastern Europe and the Black Sea ports, resulting in the United Kingdom enforcing vaccination certificates against cholera from travellers from infected areas. I should record here that there will no longer be a legal requirement internationally for a cholera vaccination certificate when the revised versions of the International Health Regulations become operative on the 1st January 1974. However, certain countries may still enforce reservations and require evidence of vaccination against cholera before allowing the free movement of travellers. We continue to effect international health regulations with the valued co-operation of the Waterguard Officers.

Imported Food

In attempting to outline the work of the department and for the guidance of a new executive, attention should be drawn to the responsibility of the inspection of imported food. It has been said that the safety of the Nation's food supply is dependent on the inspection at the

ports, for about half the country's food supply is imported. Fortunately, by necessity, imported food generally arrives in a satisfactory condition, so that we are not so concerned by obvious unsoundness due to bad handling, storing or delay in shipment, as such food is readily reported to the Health Inspectors for condemning. Modern methods of transporting food in containers minimises handling and spoiling, while wholesomeness of food is evident by the setting up of International Standards, together with the "Official Certificate" for meat and meat products requiring both ante-^{AND}~~post~~ ^{MORTEM}~~post~~ examination in the Country of origin. Numerous regulations are in force which deal with the manufacture, composition and storage of food and with the introduction of new methods in the manufacture of food products, Health Inspectors at Ports must constantly review those products most likely to prove unsatisfactory. The Port Health Inspectors have already adjusted themselves to the increasing use of roll-on roll-off vehicles and "containerisation" at Harwich, and they have set up the necessary liaison with Inland Clearance Authorities for deferred inspection of imported food. They are now not only contemplating Re-organisation but are adapting themselves to fit in with the E.E.C. directives, particularly in respect of imported meat which is now being channelled through particular ports, including Harwich, which port must be geared to handling the necessary inspection.

The imported food regulations are normally concerned with the soundness and fitness of food for consumption, while the Food and Drugs Act provides regulations for the control of injurious constituents which may be added in approved quantities for the preservation of wholesomeness of food. Other regulations under the Food and Drugs Act deal with the prevention of fraud and the control of quality. Not all Port Health Authorities are Food and Drug Authorities, and for this reason anomalies and difficulties may arise when other inspectorates examine imported food at the port. Your Port Medical Officer has taken this up with the Sea and Air Port Health Authorities, and the subject is still under review at Ministerial level. The Re-organisation of Local Government may also partly solve this problem. A further anomaly arises when imported food is not cleared by Customs at the Port of entry but is designated to an Inland Clearance Depot adjoining a port area. This occurs at Felixstowe Dock when examination of food may take place at the adjoining cold store and warehousing complex situated in the Felixstowe Local Authority area. When practicable, imported food should be examined at the port of entry by the Port Health staff, and such technicalities as to the extent of the Custom Port could be overcome by Agency agreements. This should be taken up with the new District Authorities on re-organisation. The setting up of Inland Clearance Depots in close proximity to a Port is surely to be deplored. Such a warehousing complex should be under the control of the Port Health Authority.

Medical Inspection of Immigrants

The Medical Inspectors, for the purposes of the Immigration Act, 1971, examine those immigrants referred by the Immigration Officer, and advise on the health of immigrants in relation to their ability to support themselves in this Country, as well as their likely requirement for medical treatment. This service is available to all "approved" ports for the landing of passengers. Prior to the Aliens Order of 1920, there was no effective medical examination of immigrants, other than the normal quarantine control for all persons entering the country. There was little change in the Consolidation Order of 1953, and it was not until the passing of the Commonwealth Immigrants Act of 1962 that medical inspection was extended to immigrants from the Commonwealth. Even then, their dependent wives and children under 16 years were exempt. There was also no provision for "conditional" landing as in the case of aliens until the 1968 Act, when the admission of Commonwealth immigrants could be subjected to conditions requiring them to report to a local Medical Officer of Health when it was considered necessary that they should receive further follow-up and possible treatment. The Immigration Act of 1971 which came into force on the 1st January, 1973, replaces all previous legislation governing the immigration of both aliens and Commonwealth citizens, by a single code of legislation. With the entering into the European Economic Community, a large number of immigrants previously subjected to medical inspection are no longer seen, for these E.E.C. nationals are not normally questioned. Arrangements also continue in Commonwealth countries for certain persons to be medically examined before departure. However, the majority of immigrants entering Harwich arrive from Europe, and in view of the relaxation of immigration control from certain European countries, the percentage of immigrants examined has naturally fallen.

In spite of the reduction in the number of medical examinations, it remains necessary to provide for a rota of qualified nurses to attend the arrival of all passenger ships as well as for arrangements for a Medical Practitioner to be on immediate call for the arrival of between 4 and 7 boats a day throughout the year.

Medical Attention

The arrangements for medical attention to seamen and passengers is explained under Section XVI of this Report. Although the Authority has no statutory duties in this respect, except in the case of infectious disease, its Port Medical Officer and Deputy make arrangements for medical treatment and hospitalisation when necessary. The Port Health nurses also assist travellers under the direction of the duty Medical Officer, and render valuable service by attending at the arrival of all passenger ships. Although the General Medical Practitioners provide medical

treatment to both passengers and seamen, when so informed, the future responsibility for a medical treatment service would appear to fall entirely on the G.Ps. when the Authority lose the services of a Port Medical Officer and Deputy. Fortunately, the G.Ps. at Harwich now work from a Health Centre, at which a radio/telephone link-up is in operation with the Doctors. I therefore visualise, ultimately, an economy in medical manpower without loss of efficiency, if those G.Ps. who undertake medical inspection of immigrants extend their services to the Port.

Venereal Disease

Under the "Brussels Agreement" (1924) and subsequently honoured by the world Health Organisation (1946) V.D. clinics are to be maintained and made available for Merchant Seamen in the principal seaports. Most seaports of any size are associated with towns where a comprehensive V.D. service attached to the general hospital is available for the civilian population, irrespective of the requirements of a port. This service has been maintained in Harwich by an arrangement through the Regional Hospital Board whereby the Port Medical Officer undertakes this work as part of his mixed appointment. The service is linked with the Special Treatment Centres in the area, and arrangements may be made for seamen to attend at clinics at Colchester, Ipswich and Harwich. In this way a comprehensive service to seamen is maintained on an economic basis. Before the last War, seamen had to make a journey by train to Ipswich, but after the War a V.D. service was provided by the Harwich Local Authority's Health Department, until taken over by the Regional Hospital Board. Your Medical Officer is in a position to advise the new Area Health Authority on the requirements for seamen, as although it is at present satisfactory, it could become uneconomic if in re-organisation it became divorced from the Medical Officer attending the Port.

Hospital Services

In my previous Reports, I have mentioned the Harwich and District Hospital, at which sick passengers and seamen are so readily accepted. Your Medical Officer has been involved in representations made to the Regional Hospital Board for the necessity of maintaining this hospital's grading. It is now established that this hospital, with its new Out-Patients' Department, will continue as part of the N.H.S.Colchester District Hospital complex. I am indebted to the staff of the hospital, who provide such valuable service to the port. It is always possible to remove a seaman or passenger immediately from a ship when medical attention is required. This service is so important to the shipping staff operating the various schedules where a quick turn-round of ships is necessary.

Association of Sea and Air Port Health Authorities

As a member of the General Committee of the Association of Sea and Air Port Health Authorities, I have attended meetings regularly, and this has afforded valuable opportunities to discuss Port Health functions and the formation of policy for the Re-organisation of Local Authorities and the National Health Service. It was only recently that a limited representation of Port Health Inspectors were invited to attend the Association's meetings as observers. With their increased executive responsibilities, provision no doubt will be made in the future for Port Health Inspectors to be elected on the Association's Committee as full members.

Acknowledgments

All those associated with shipping are aware of the importance of team work and the necessity for co-operation and liaison with the many sections that build up a port. It therefore affords me much pleasure to express appreciation of the cordial relations with the officers of British Rail, the Harwich Dock Company, the Felixstowe Dock Company, and other shipping agents. This is extended to Officers of H.M. Customs, H.M. Immigration Department and Trinity House.

I hope that re-organisation will not prevent me from continuing to advise the Authority, and I particularly thank all the staff and members of the Authority for the valuable help and support they have given me.

I have the honour to be,

Your obedient servant,

A. H. GOLLEDGE.

Port Medical Officer,
Medical Inspector, for purposes of the
Immigration Act 1971.

SECTION I: STAFF.

TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other appointment held
Alan H. Golledge.	Port Medical Officer.	1- 4-65.	M.R.C.S., L.R.C.P., M.F.C.M., D.P.H.	M.O.H.Harwich Borough, M.O.Essex C.C., Acting Con.Venereologist N.E. Met. R.H.B., Med.Insp. under Immigration Act.
John W. Doupe.	Deputy Port Medical Officer.	1- 5-65.	M.R.C.S., L.R.C.P., D.P.H.	Deputy M.O.H.Harwich Borough, M.O.Essex C.C., Med. Insp. under Immi- gration Act.
Alexander Sherlock.	Asst. Port Medical Officer. Felixstowe.	25- 4-70.	M.B., B.S.	Med.Insp.under Imm.Act, Gen.Med.Practitioner.
Eric H. Barnett	Chief Port Health Inspector.	⁺ 19- 7-71.	San. Insp. Cert., Meat & Food Insp. Cert.Royal San.Inst.	Nil.
John Bryning	Deputy Chief Port Health Inspector.	[*] 7-10-68.	Dip.Public Health Insp.Exam.Board.	Nil.
Derrick Ambrose	Port Health Inspector.	20- 3-72.	San. Insp. Cert.	Nil.
Terence W. Newell	Port Health Inspector.	4-12-72.	San. Insp. Cert.	Nil.
David R. Chaplin.	Port Health Inspector.	20- 8-73.	Dip.P.H.I.Exam Brd., Dip. Air Pollution Contr.	Nil.
⁺ Chief Inspector from 1-12-71.			[*] Deputy Chief Inspector from 1-2-72.	

Address and Telephone No. of the Medical Officer of Health: Town Hall, Harwich.	Tel: HAR 3181.
Office of the Port Medical Officer of Health: Health Dept., 407, Main Road, Dovercourt, Harwich.	Tel: HAR 3251.
Office of the Chief Port Health Inspector: Parkeston Quay, Harwich.	Tel: HAR 2656.
Office of the Solicitor, Clerk and Treasurer to the Authority: 193, Main Road, Dovercourt, Harwich.	Tel: HAR 2366.

SECTION II: AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR

TABLE B

Ships from	Number	Tonnage	Number Inspected		No. of Ships reported as having, or having had during the voyage, infectious disease on board
			By the Med. Officer of Health	By the Port Health Inspector	
Foreign Ports	7,499	13,502,354	9	581	3
Coastwise	1,443	416,690	-	48	-
TOTAL:	8,942	13,919,044	9	629	3

Statistics for recent years are as follows:-

<u>Year</u>	<u>No. of Vessels</u>	<u>Tonnage</u>
1960	3,234	4,019,239
1961	3,231	3,886,772
1962	3,550	3,886,517
1963	3,670	4,056,444
1964	4,724	4,612,789
1965	5,231	5,109,188
1966	5,302	5,626,045
1967	6,338	7,105,080
1968	7,429	9,236,974
1969	8,441	11,868,165
1970	8,285	12,478,281
1971	8,611	12,431,156
1972	8,978	13,269,399
1973	8,942	13,919,044

(1) EXTENT AND JURISDICTION OF THE PORT OF HARWICH.

There has been no alteration in the definition of the limits of jurisdiction of the Port Health Authority.

The Order of the Local Government Board dated the 30th June, 1899, constituting the Harwich Port Health Authority, defines the limits of jurisdiction of the Port under Article 10.

"The jurisdiction of the said Port Health Authority shall extend to the whole of the Customs Port of Harwich, except so much as lies to the sea-ward of a straight line drawn from the most southerly point of Langard Point to the seaward extremity of the southern boundary of the Borough of Harwich, and with that exception the area within the jurisdiction of the said Port, and all docks, basins, harbours, creeks, rivers, channels, bays, roads and streams within the said Port, and the place or places, which may from time to time be appointed as the Customs Boarding Station or Stations, for the said Port, and the place or places for the time being appointed for the mooring or anchoring of the ships for the said Port, under any regulations, for the prevention of the spread of diseases issued under the authority of the Statutes in that behalf, and for the purpose of any such Regulations as aforesaid shall also extend to any ship which, in pursuance thereof, or any directions given thereunder, shall be moored or anchored at the place appointed thereunder as aforesaid, or which shall be on its way thither."

This district extends to a straight line from Shotley Spit Buoy at Flagboro Cliff at the mouth of the River Orwell, also to tidal waters in the River Stour, which includes Mistley Quay.

(II) ACCOMMODATION FOR VESSELS.

(a) Parkeston Quay

This was opened in 1883 and extended at the turn of the century and also in 1934. Arrivals and sailings of vessels are not normally subject to tidal restrictions, there being 20 feet of water alongside at L.W.O.S.T.

An £8 million development scheme which started in 1966 is near completion. There are now three roll-on roll-off berths in use at the Quay. The east end of the Quay has been reconstructed for container traffic. The new passenger terminal is now in service.

British Rail and Zeeland Shipping Company continue to run nightly and daily passenger services to the Hook of Holland. The United Shipping Company operates a regular passenger and roll-on roll-off car service to Esbjerg, with a daily service in the summer and three times per week in winter. A summer passenger service from Harwich to Kristiansand with Fred Olsen Lines operates three times a week. Belgium Marine operate a daily service to Ostend for passengers with cars, during the summer months.

In addition to passenger services, there are regular cargo roll-on roll-off services with Hook of Holland, Esbjerg and Dunkirk. There are two container vessels from Zeebrugge and one from Rotterdam daily.

This Quay is also used by small tankers in supplying the Oil Refinery which was opened in 1965.

There is a regular boat train service between Parkeston Quay and Liverpool Street Station, connecting the arrivals and departures of passengers.

During the year, a new service operated by Parkeston Shipping, provides for the handling of general cargo.

Trade at the Quay is shown as follows:-

	No. of Vessels from foreign <u>Ports</u>	No. of coast- wise vessels <u></u>	Total <u>n.r.t.</u>
1968	1,877	24	4,526,497
1969	2,606	26	6,149,632
1970	2,549	36	6,009,438
1971	2,456	26	5,897,038
1972	2,458	8	5,893,862
1973	2,151	38	5,567,504

(b) Harwich

- (i) The Train Ferry Terminal was erected in 1924 and maintains daily sailings between Harwich and Zeebrugge. By means of this service, goods are conveyed without transhipment between most parts of Europe and Great Britain. Each Ferry can take twelve passengers in addition to her cargo. There are four vessels on this service with Zeebrugge and Dunkirk, with three to four arrivals daily. Trade at the Train Ferry Terminal as follows:-

	No. of Vessels from foreign <u>Ports</u>	No. of coast- wise vessels <u></u>	Total <u>n.r.t.</u>
1971	1,029	1	1,392,623
1972	987	2	1,370,899
1973	1,044	-	1,401,237

- (ii) The old Continental Pier was originally built in 1860 and used by the Railway Company Steamers to the Continent prior to the opening of Parkeston Quay in 1883. It was taken over for use by the Trinity House in 1955, and used solely for its own vessels.
- (iii) Steamboat Passenger Pier was constructed about 1850 by the Harwich Corporation and transferred to the Great Eastern in 1872. In the past, a service operated between Harwich, Ipswich, Felixstowe and Shotley, but the Orwell and Harwich Navigation Co. Ltd. now only operate a seasonal passenger ferry service between Harwich and Felixstowe.
- (iv) The Navyard Wharf was opened for trade in 1964, and traffic has continued to increase. This is mainly export of motor cars, tractors, caravans and other vehicles. Some vessels export to the U.S.A. and Canada. There is a regular cargo service with Antwerp, Denmark, Sweden and Finland.

A new passenger terminal was erected in 1968 for the Prins Ferries to Bremerhaven, which was transferred from Parkeston Quay. This Passenger, car and cargo roll-on roll-off service operates on alternate days. A similar service to Hamburg commenced in 1970, also operating on alternate days. There are now three roll-on roll-off berths and a deep water quay.

Trade at the Wharf is shown as follows:-

<u>Year</u>	<u>No. of Vessels from foreign Ports</u>	<u>No. of coast- wise vessels</u>	<u>Total n.r.t.</u>
1964	195	51	82,739
1965	463	63	187,992
1966	567	45	396,664
1967	445	19	298,432
1968	643	36	755,526
1969	765	25	1,212,368
1970	777	52	1,646,021
1971	824	30	1,606,251
1972	890	16	1,662,893
1973	860	14	1,752,483

(c) Felixstowe Dock

In earlier reports, this was quoted as a small dock mainly used for the breaking up of obsolete war vessels. Extensive alterations and improvements have been undertaken in recent years, and this policy is continuing. The old Dock is used by vessels from foreign and coastwise ports carrying grain, timber, beer, fuel oils, chemicals and other general cargo. Vessels arrive with conventional cargoes of which most is foodstuffs. In the new Dock there are two roll-on roll-off berths with services from Europort, Antwerp, Copenhagen and Esbjerg. The new South Quay which was brought into operation in 1967, has this year been extended a further 800 feet for container traffic. This wharf is mainly used for container traffic by vessels from the U.S.A., Holland, Denmark, Sweden and Spain. A new area of reclaimed land has provided for a North Quay with provision for new roll-on roll-off berths. The oil jetty outside the Dock is used by tankers for discharge of propane gas, fuel oils and chemicals.

Increase in traffic at the Dock has been maintained during the year, 3,270 vessels arrived at the Dock compared with 3,251 last year.

<u>Year</u>	<u>No. of vessels from foreign Ports</u>	<u>No. of coast- wise vessels</u>	<u>Total n.r.t.</u>
1964	855	383	369,642
1965	1,122	347	581,127
1966	1,337	355	943,451
1967	2,026	345	1,448,692
1968	2,271	394	2,354,346
1969	2,616	331	3,025,886
1970	2,565	422	3,235,135
1971	2,742	486	3,500,161
1972	2,976	275	3,914,333
1973	3,026	244	4,715,731

(d) Mistley Quay

This quay is situated about 10 miles up the River Stour. The total length of Quay frontage is 860 ft., and vessels with a draught of 10 - 11 ft. can use the berths on suitable tides. In the past it was used by the spirit sail barges carrying cargo for the use of the malting works. The Quay is now used by small vessels conveying grain or timber. Most of the coast-wise vessels load gravel from the dredger in the River. A few vessels arrive from foreign ports and cargoes of dried fruit and fruit juice were imported.

410 vessels from foreign ports and 627 coastwise arrived during the year.

<u>Year</u>	<u>No. of vessels from foreign Ports</u>	<u>No. of coast- wise vessels</u>	<u>Total n.r.t.</u>
1968	66	363)	Not recorded
1969	144	384)	
1970	143	447)	
1971	163	265)	
1972	343	437	364,023
1973	410	627	424,092

(e) Gravel Wharf, Landguard Point

528 vessels arrived at this Wharf during the year to load gravel.

<u>Year</u>	<u>No. of Vessels from foreign Ports</u>	<u>No. of coast- wise vessels</u>	<u>Total n.r.t.</u>
1968	-	624)	Not recorded
1969	-	580)	
1970	-	208)	
1971	15	605)	
1972	4	577	61,435
1973	8	520	57,997

SECTION III: CHARACTER OF SHIPPING & TRADE DURING THE YEAR

TABLE C.

PASSENGER TRAFFIC:	INWARDS	...	...	British (U.K.)	323,981
				Commonwealth citizens	21,145
				Aliens	<u>335,649</u>
					<u>680,775</u>
	OUTWARDS	...	...	British (U.K.)	370,264
				Commonwealth citizens	24,453
				Aliens	<u>327,155</u>
					<u>712,172</u>

Comparative figures for the past years are as follows:-

<u>Year</u>	<u>Inwards</u>	<u>Outwards</u>	<u>Total</u>
1960	334,283	354,717	689,000
1961	328,552	342,316	670,868
1962	313,934	338,472	652,406
1963	302,101	328,674	630,775
1964	325,796	351,432	677,228
1965	325,924	355,648	681,572
1966	353,197	374,062	727,259
1967	362,059	401,458	763,517
1968	432,659	442,218	874,877
1969	513,692	524,658	1,038,350
1970	605,075	625,208	1,230,283
1971	624,450	632,721	1,257,171
1972	651,499	670,328	1,321,827
1973	680,775	712,172	1,392,947

Principal IMPORTS: Fruit, Vegetables, Meat, Bacon, Yeast, Offals, Tinned Foodstuffs, Fish, Shellfish, Butter, Eggs, Cheese, Biscuits, Bread, Bakery Produce, Confectionery, Chocolate, Cocoa Powder, Wines, Spirits, Beer, Textiles, Apparel, Carpets, Paper, Rubber, Machinery, Fuel Oils, Chemicals, Fertilisers, Timber, Grain, Bulbs, Plants. Flowers, Electrical Goods, Films, Tractors, Motor Cars, Agricultural Machinery, Propane Gas, Seeds, Shoes, Glass, Strawboard, Furniture, Musical Instruments, Animals, Animal Foods.

CARGO TRAFFIC

Principal EXPORTS: Motor Cars, Animals, Textiles, Tractors, Caravans, Meat, Horse Meat, Grain, Tools, Machinery, Furs, Rubber, Tyres, Carpets, Musical Instruments, Fish, Furniture, Shoes, Clothing, Chemicals, NAAFI Stores, Army Stores, Ammunition, Explosives, Fertilisers.

PRINCIPAL PORTS from which ships arrive:-

Countries in "Administrative Arrangements"

BELGIUM	- Ostend, Antwerp, Zeebrugge.
FRANCE	- Dunkirk, Calais, Bordeaux, Le-Havre, Ghent, Rouen.
ITALY	- Messina (Sicily).
NETHERLANDS	- Dordrecht, Gavle, Delfzyl, Teneuzen, Ymuiden, Europort, Rotterdam, Hook of Holland, Amsterdam.
GREECE	- Patros, Katakola, Piraeus, Corinth.

Other European Countries:

GERMANY (Federal Republic)	- Hamburg, Bremen, Bremerhaven, Cologne, Mannheim, Krefeld, Duisburg, Lubek, Dusseldorf, Wilhelmshaven.
NORWAY	- Oslo, Halden, Drammen, Kristiansand, Larvik.

SWEDEN	- Stockholm, Norrkoping, Turku, Domsjo, Gothenburg, Malmo, Helsingborg, Wallhamn, Loversuiken, Ormsholdsvik.
DENMARK	- Esbjerg, Copenhagen, Aarhus, Odense.
FINLAND	- Helsinki, Kotka, Hamina, Halmstad, Halden, Oulu, Inkoo, Hallstavik.
GIBRALTAR	- Gibraltar.
SWITZERLAND	- Basle.
SPAIN	- Bilbao, Passajes, Alseciras.
PORTUGAL	- Leixoes, Lisbon.
POLAND	- Gdansk.
TURKEY	- Istanbul, Izmir.
MALTA	- Valetta.
ICELAND	- Revkjavik, Straumsvik.
CYPRUS	- Famagusta.
U.S.A.	- New York, Houston, Jacksonville, New Orleans, Orange, Philadelphia, New Jersey.
NORTH AFRICA	- Tripoli, Benghazi, Tunis, Alexandria, Algiers.
SOUTH AFRICA	- Durban.
HONG KONG	- Hong Kong.
CHINA	- Kee Lung Kachsiung.

Total IMPORTS for the year:- 3,834,022 tons

Total EXPORTS for the year:- 2,377,913 tons

	<u>Imports</u>	<u>Exports</u>
Parkeston Quay	897,272 tons	762,264 tons
Train Ferry	207,979 tons	145,415 tons
Felixstowe Dock	2,329,731 tons	1,133,694 tons
Navyard Wharf	380,000 tons	320,000 tons
Mistley	19,040 tons	16,540 tons

SECTION IV: INLAND BARGE TRAFFIC

There is no Inland Barge Traffic at the Port.

SECTION V: WATER SUPPLY

(1) Source of Supply

The water for shipping at Parkeston Quay, Train Ferry Terminal Harwich, Navyard Wharf Harwich, and Mistly Quay, is from the Tendring Hundred Water Co. main supply.

The water supply for vessels in the Dock at Felixstowe is from the private source of the Dock Co. This source is a spring at Peewit Hill. There is a chlorination plant at the reservoir. Supply for Ferry Terminal, Atlantic Wharf, and Oil Jetty is from Felixstowe Town main supply.

(2) Reports on tests for contamination

Sixteen samples from vessels and hydrants were submitted for bacteriological examination. All were satisfactory.

(3) Precautions taken against contamination of hydrants and hosepipes

Supply hydrants are in chambers which are provided with tight fitting covers and drainage.

Rubber or plastic lined hoses are used for supplying vessels. These hoses are cleansed and stored in proper lockers after use. Supervision is exercised to ensure that worn hoses are replaced when necessary.

(4) Water Boats

There are no water boats in use at the Port.

SECTION VI: PUBLIC HEALTH (SHIPS) REGULATIONS, 1970.

(1) List of Infected Areas (Regulation 6).

A list is maintained of Ports and other areas which are infected or believed to be infected with any of the quarantinable diseases (e.g., Plague, Cholera, Yellow Fever, Smallpox, Typhus or Relapsing Fever). This list is kept up to date from information contained in the Weekly Epidemiological Record issued by the World Health Organisation from Geneva. The contents of this list, amended as may be required, are supplied to the Chief Preventive Officer, Harwich Customs, Trinity House Pilotage Service and to the Chief Port Health Inspector.

(2) Radio Messages (Regulations 12 - 14).

- (a) As Harwich is not a Radio Transmitting Port there is no arrangement for sending messages by radio granting permission for ships to enter the district. From time to time quarantine messages are received and after decoding, the information is passed to the Waterguard Officer. The International Code of Signals (1969) is available at the office of the Port Medical Officer and at his residence.
- (b) In the event of an outbreak of Infectious Diseases or suspected Infectious Diseases or other circumstances requiring the attention of the Medical Officer, messages sent by radio through North Foreland are transmitted to the Port Medical Officer. The action varies in accordance with the nature of the message.
- (c) Very occasionally medical advice at sea is requested through North Foreland. Under such circumstances the Port Medical Officer acts according to the recommendations by the Joint I.L.O./W.H.O. Committee as set out in the International Medical Guide for ships.

(3) Messages are also received by signals in accordance with Regulations 15,
(1967)

(4) Mooring Stations (Regulation 22)

The mooring station in the Port District hitherto defined in previous reports and to which quarantine anchorage infected ships or suspected ships were directed in accordance with Regulations 22 - 30 of the Public Health (Ships) Regulations was discontinued this year by an arrangement between the Port Health Authority and the Harwich Harbour Conservancy Board. It is considered that quarantine requirements can be met by designating any anchorage in the harbour as a quarantine anchorage. Notice to discontinue the previous defined anchorage has been issued to Mariners.

- (5) (a) Patients suffering from infectious diseases are accommodated at Myland Hospital, Colchester.
- (b) Every attempt is made to follow up and deal with contacts, notice being sent, if necessary, to the Medical Officer of Health for the area to which contacts are going.
- (c) Disinfection and cleansing of the affected portion of the ship is carried out by the Port Health Inspectors. During the year no cases of infectious disease necessitated the use of the Harwich Borough's disinfecting station.

SECTION VII: SMALLPOX

1. Name of Isolation Hospital to which Smallpox cases are sent from the district
Smallpox Hospital, Foxhall, Ipswich. (Designated a 'first line' hospital).
2. Name of Smallpox Consultant available
Vacancy due to death of the late Dr. John Kershaw.
3. Facilities for Laboratory diagnosis of Smallpox
Virus Reference Laboratory, Central Public Health Laboratory, Colindale Avenue, Colindale, London, N.W.9. (Tel. No. 01 205 7041)
4. Smallpox Vaccine
Supplies of vaccine are available as follows:-
During normal office hours: The Health Centre, 407, Main Road, Dovercourt.
At other times: The Port Medical Officer of Health should be contacted.
5. Vaccination against Smallpox

In order to bring their vaccination state up to date, employees at the Port are advised to make arrangements with their General Practitioners. This involves members of H.M. Customs, H.M. Immigration, C.I.D. Branch and Harbour Police. The Divisional Medical Officer of the British Railways Eastern Region should be consulted on arrangements for the vaccination of staff employed by British Rail. Ships' Crews should apply through the Shipping Agents to the General Practitioners undertaking work for the Shipping Federation.

The Port Health Authority offers vaccination of 'arrivals' when considered necessary and would then act under Regulation 9(5) of the Public Health (Ships) Regulations 1970.

SECTION VIII: VENEREAL DISEASE

The Port Medical Officer holds a Clinic for the treatment of V.D., which is held at the Health Centre, 407 Main Road, Dovercourt, at the following times:-

Monday to Friday.....9.00a.m. - 9.30 a.m.
and at other times by appointment. Tel: HAR 3251.

Other Clinics in the vicinity:-

Colchester - (Essex County Hospital) Tel: COL 77341 Ext. 459.
Tuesday 5.00 p.m. - 6.30 p.m.
Thursday 2.30 p.m. - 4.00 p.m.
Friday 10.00 a.m. - 11.30 a.m.

Ipswich - (Ipswich & East Suffolk Hospital, Anglesea Rd. Wing)
Tel: IPS 51140

Monday 5.30 p.m. - 7.30 p.m.
Friday 1.00 p.m. - 2.30 p.m.

Inpatient treatment is available at the Colchester and District Group Hospitals. Particular care is taken with contact tracing and World Health Organisation Personal Cards are completed so that seamen may obtain follow up treatment at other Ports.

Notices advertising the place and times of Clinics Sessions are exhibited in suitable places and the Port Health Inspectors seek to ensure that the facilities are made known to seamen using the Port.

SECTION IX: OBSERVATIONS ON THE OCCURRENCE OF MALARIA ON SHIPS

No cases of Malaria were reported as having occurred on any vessels during the year.

SECTION X: CASES OF NOTIFIABLE & OTHER INFECTIOUS DISEASES ON SHIPS

TABLE D.

Category	Disease	<u>Number of cases during the year</u>		Number of Ships concerned
		Passengers	Crew	
Cases landed on ships from foreign ports	Measles	2	-	2
	Chickenpox	-	1	1
Cases occurring on ships from foreign ports disposed of before arrival	Nil	-	-	-
Cases landed from other ships	Nil	-	-	-

In my last report, I expressed concern on the incidents of pulmonary tuberculosis among seamen. I am pleased to state that no such cases have been reported this year. However, I still advocate the need for the medical examination of seamen before joining ships.

SECT. XI: MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

Practically all the foreign arrivals are from Continental Ports which are not likely to be affected with Plague, consequently there is very little risk of Plague infected or suspected ships arriving at the Port. Should the necessity arise, however, the measures laid down in Part I of the 4th Schedule of the Public Health (Ships) Regulations 1970, would be put into operation as far as applicable.

SECT. XII: MEASURES TAKEN AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

(1) Procedure for inspection of ships for rats.

Vessels are inspected as cargoes are discharged, and inspections made of holds, galleys, stores etc. and cargoes, for evidence of rat infestation. Crews and Dockers are instructed that any signs of rats must be reported to this Authority. The short duration of voyages, and class of cargoes carried do not encourage rat infestation. Only one vessel during the year showed a minor infestation.

British Railways Rodent Operators make regular visits to Harwich and Parkeston Quay to carry out treatments against infestation of quays, warehouses, river banks etc. under supervision of this Authority.

Felixstowe Dock and Mistley have contracts for rodent treatment to be carried out when necessary.

(2) Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.

Arrangements have been made with the Public Health Laboratory at Ipswich for examination of rodents for rodent plague.

(3) Arrangements in the District for Deratting Ships, the methods used, and if done by a Commercial Contractor, the name of the Contractor.

All the vessels which applied for Deratting Certificates during the year were found to be free from rat infestation, and were granted Exemption Certificates. 104 Deratting Exemption Certificates were issued.

Small infestations can be treated by the Port Health Inspector by trapping or poisoning.

Small infestations on Railway owned vessels can be treated by their own rodent operators, under the supervision of this Authority.

Large infestations would be treated either by fumigation with hydrogen cyanide or poisoning with sodium fluoroacetate. This would be carried out by Commercial Contractors, and arrangements have been made with Associated Fumigators, London, or Ridipests, London, to carry out this work if necessary.

(4) Progress in rat-proofing ships

The majority of vessels using the Port are of modern construction. Foodstores are rat proof, doors tight fitting and spaces around pipes etc., and openings in partitions and bulkheads are protected by expanding metal of fine mesh. Openings to ventilation ducts in holds etc. are similarly protected.

During inspections of vessels, defects found in rat-proofing are brought to the attention of the Master.

TABLE E.
RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS

Category				Number
Black rats	...	...	...	nil
Brown rats	...	...	...	nil
Sent for examination			...	nil
Infected with plague			...	nil

TABLE F.
DERATTING CERTIFICATES AND DERATTING EXEMPTION CERTIFICATES
ISSUED DURING THE YEAR FOR SHIPS FROM FOREIGN PORTS

No. of Deratting Certificates issued					Number of Deratting Exemption Certificates ISSUED.	Total Certs. Issued.
After fumigation with		After Trapping	After Poisoning	Total		
H.C.N.	Other fumigant (State method)					
Nil	Nil	Nil	Nil	Nil	104	104

SECTION XIII: INSPECTION OF SHIPS FOR NUISANCES

TABLE G - INSPECTIONS AND NOTICES

Nature and number of Inspections	Notices Served		Result of serving Notices
	Statutory	Other Notices	
General Inspections: 629	Nil	27	18 Defects remedied
Inspections for De-ratting Certificates: 104	-	-	-
Total:	Nil	27	18 Defects remedied

DETAILS OF NUISANCES AND DEFECTS DEALT WITH ON VESSELS

Dirty	10	Vermin	5
Dirty food storage	3	Structural defects	1

A small number of vessels arrived showing incorrect or no flag signals. The Masters were interviewed and these matters were brought to their attention.

The majority of vessels inspected were found to be maintained in a clean and satisfactory condition. Most of the vessels were of modern construction, with very good crew accommodation, and it was generally found that the crews appreciated these improved conditions, and looked after their quarters.

Dark smoke (Permitted Periods) (Vessels) Regulations, 1958.

These Regulations made under the Clean Air Act, lay down permitted periods for the emission of Dark or Black smoke from vessels. Practically all the vessels using the Port are motor vessels or oil fired, and smoke emission does not constitute a great problem at the Port. Ten vessels were found emitting black smoke over the permitted period. After interview with the respective Masters, the emission ceased.

Food Hygiene (General) Regulations 1960.

There is only one "Home-going ship" as defined by these Regulations at the Port. This vessel makes short pleasure cruises from Harwich Quay during summer months, during which refreshments are served. The requirements of the Regulations for this type of vessel were complied with.

SECTION XIV: PUBLIC HEALTH (SHELL FISH) REGULATIONS 1934 & 1948

There are no shell fish layings within the jurisdiction of the Authority.

SECTION XV: MEDICAL INSPECTION - IMMIGRATION ACT 1971

The Immigration Act 1971 came into force on the 1st January, 1973, replacing all previous legislation governing both Aliens and Commonwealth Citizens.

- (1) The Medical Inspectors holding Certificates of Appointment at 31st December, 1973, were as follows:-

<u>Medical Inspectors</u>	<u>Warrant issued</u>
Alan H. Golledge	1st April, 1965.
John W. Doupe	1st May, 1965.
James Corbett	September, 1949.
Duncan A. MacPherson	September, 1969.
John R. Perry	March, 1972.
Christopher Strachan	1st September, 1973.
Alexander Sherlock	1st April, 1970.
John Souster	1st April, 1970.
Brian M. G. Clarke	1st April, 1970.
Leslie E. Smith	1st April, 1970.
Katherine V. Smith	1st April, 1970.
Anthony R. Erlam	1st January, 1974.

- (2) Organisation of Work

All immigrants referred by the Immigration Officers in accordance with the Immigration Act 1971, pass through a Health Control. They are required to complete a Medical Questionnaire at present printed in thirteen languages.

A Port Health Nurse is in attendance at arrivals of passenger ships and a rota of doctors and nurses is maintained.

In 1970, the Port of Felixstowe was designated for passenger traffic and arrangements were made for the Medical Inspection of Aliens by applying for Warrants for a firm of General Practitioners in Felixstowe. Approximately 40,000 passengers now pass through the Port of Felixstowe in a year, while nearly half are non-British. Nil returns have been received on medical inspections and Certificates issued under the Immigration Act 1971. These passengers are mostly transport drivers or holidaymakers. Nevertheless, the Medical Inspectors in their capacity as General Practitioners have from time to time advised Immigration Officers when non-British passengers required medical attention.

(3) Accommodation

A medical suite is provided at Parkeston Quay and a room at Navyard Wharf. Any immigrants requiring an examination at Felix-towe Dock, would be undertaken on board ship.

TABLE H - ALIENS

Year	Aliens Landed	Aliens Examined		No. of Certs. Issued
1961	136,233	7,014	5.15%	52
1962	138,948	5,751	4.2%	59
1963	132,627	5,035	3.7%	48
1964	144,792	5,056	3.4%	53
1965	152,059	4,756	3.1%	41
1966	167,441	4,477	2.6%	35
1967	178,517	3,531	1.9%	14
1968	214,244	2,854	1.3%	25
1969	252,760	3,019	1.1%	44
1970	306,448	3,181	1.03%	109
1971	307,711	2,394	0.70%	73
1972	321,259	1,830	0.50%	54
1973	*335,649	232	0.07%	18

Number of ships arriving with Alien Passengers 2,197

Number of Aliens arriving 335,649

Number of Aliens landed 335,391

Number of Aliens refused leave to land ... 258

*The sudden drop in the percentage of aliens examined is due to the relaxation of immigration control of passengers from the European Economic Community.

(4) Analysis of Aliens referred for Medical Examination

		No.	Certs.
(a)	Categories	Examined	Issued
(i)	Ministry of Labour Permits	97	-
(ii)	Aliens intending to remain in this Country	1	-
(iii)	(a) Aliens intending to take up employment (paid or unpaid) without M.L.Permits	5	-
	(b) 'Au Pair'	59	-
(iv)	Students	21	-
(v)	Visiting for health reasons	1	-
(vi)	Referred for other reasons	49	18
(vii)	Seamen travelling as passengers	-	-
		233	18

(b) Nationalities

Passengers who were examined were nationals of the following countries:-

Algiers	1	Morocco	2
Austria	4	Norway	28
Belgium	1	Netherlands	11
Brazil	3	Poland	16
Denmark	5	Portugal	2
Egypt	1	South Africa	2
Finland	43	Spain	6
Germany	9	Sudan	1
Greece	8	Sweden	37
Iceland	2	Switzerland	9
Israel	2	Turkey	4
Japan	10	U.S.A.	16
Jordan	1	Yugoslavia	4
Iran	2	Stateless	1

(c) Certificates issued

Nature of Report of Certificates	Total No. of Reports and Certificates issued	Aliens not permitted to land
(a) (i) Undesirable for medical reasons	14	14
(ii) (a) Inability to support	4	2
(b) Likely to require medical treatment		
(b) Conditionally landed for further medical examination	-	-
	<u>18</u>	<u>16</u>

TABLE I

COMMONWEALTH CITIZENS

Year	Commonwealth Citizens Landed	Commonwealth Citizens Examined	Number of Certificates Issued
*1962			
1963	9,080	56	Nil
1964	9,606	26	Nil
1965	11,122	38	2
1966	9,770	10	Nil
1967	9,640	12	1
1968	10,849	22	1
1969	13,994	25	Nil
1970	19,453	72	2
1971	22,218	35	Nil
1972	25,053	9	Nil
1973	21,145	20	5

*The Commonwealth Immigrants Act came into operation on 1st July, 1962, requiring immigrants from Commonwealth countries to be medically examined in a manner similar to that already operating in the case of aliens.

Number of ships arriving with Commonwealth Citizens	2,197
Number of Commonwealth Citizens arriving	21,145
Number of Commonwealth Citizens landed	20,992
Number of Commonwealth passengers refused leave to land	153

(5) Analysis of Commonwealth Citizens referred for Medical Examination

(a) <u>Categories</u>	No. Certs.	
	<u>Examined</u>	<u>Issued</u>
(i) Ministry of Labour Permits	3	-
(ii) Passengers intending to remain in this Country	-	-
(iii) (a) Passengers intending to take up employment (paid or unpaid) without M.L.Permits	-	-
(b) Au Pair	-	-
(iv) Students	4	-
(v) Visiting for health reasons	12	5
(vi) Referred for other reasons	-	-
(vii) Seamen travelling as passengers	1	-
	<u>20</u>	<u>5</u>

(b) Nationalities

Passengers who were examined were national of the following countries:-

Australia	4	Ceylon	1	India	2
Canada	2	Ghana	2	Nigeria	4
Cyprus	1	Hong Kong	2	Pakistan	2

(c) Certificates Issued

<u>Nature of Report of Certificates</u>	Total No. of Aliens not	
	<u>Reports and Certs. issued</u>	<u>permitted to land</u>
(a) (1) Undesirable for medical reasons	3	3
(2) (a) Inability to support	2	-
(b) Likely to require medical treatment		
(b) Conditionally landed for further medical examination	<u>-</u>	<u>-</u>
	<u>5</u>	<u>3</u>

SECTION XVI: MISCELLANEOUS

Arrangements for the burial on shore of persons who have died on board ship from infectious disease.

Should the necessity arise the procedure would be in accordance with the relevant sections of the Public Health Act 1936.

Cases of illness or injury on board vessels.

The Port Health Authority does not undertake a General Medical Practitioner Service to seamen or passengers. Likewise, it has no statutory responsibility to attend accidents. There is a lifeboat manned by the R.N.L.I. at Harwich and cases are then transported via the normal Ambulance Service to local hospitals. The local Shipping Agents make private arrangements with local medical practitioners who represent the British Shipping Federation Medical Service. In the case of infectious disease the Port Medical Officer is notified and acts accordingly.

In order to facilitate travel, arrangements are made for hospitalisation or special conveyance of passengers, when the Authority is informed. The Authority will also assist and advise in the hospitalisation of seamen, but the Port Medical Officer does not render treatment other than of an emergency nature.

Medical advice by radio is occasionally given. (See under Section VI - Radio Messages.)

A new up-to-date call system between the General Practitioners is now in operation. A radio transmitter is situated at the Health Centre and the office of the Port Medical Officer. Although the transmitter is not in any way the property of the Port Health Authority, it provides a service to the Port as General Practitioners can readily be obtained if required, for shipping at Harwich. This service is also linked to the N.E. Essex Doctors' Emergency Service and a doctor can be contacted whether he is in the Health Centre, his own car, or at a patient's bedside.

The Authority's Staff attended to 148 cases, most of whom were arriving passengers. In addition, 37 hospital admissions were arranged. The number of attendances to crew members or passengers by general practitioners is not recorded.

Dangerous Drugs

Under the Dangerous Drugs (No.2) Regulations 1964, three requests have been received for authorising the Master of a foreign ship to purchase such drugs certified necessary to complete the voyage to his home port.

Diseases of Animals Act 1950 and Associated Acts.

The Regulations on the importation of Animals are administered by H.M. Customs.

POWERS

The following Acts and Regulations are applicable to the work of the Authority:-

GENERAL HEALTH CONTROL:-

Local Government Act 1933.
Public Health Acts 1936 and 1961.
Public Health Officers (Port Health Districts) Regulations 1959.
Merchant Shipping Acts and Regulations 1948 - 52.
Supervision of Merchant Shipping (Crew Accommodation) Regs. 1953.
Public Health (Ships) Regulations 1970.
Public Health (Infectious Diseases) Regulations 1953.
Dangerous Drugs (No.2) Regulations 1964.
Dangerous Drugs (Notification of Addicts) Regulations 1968.
Clean Air Act 1956. - Dark Smoke (Permitted Periods) (Vessels) Regs.1958.

FOOD INSPECTION:-

Public Health (Imported Food Regulations 1968 and 1973.
Public Health (Imported Milk) Regulations 1926.
Food and Drugs Act 1955.
Food Hygiene (General) Regulations 1970.
Food Hygiene (Docks, Carriers, etc.,) Regulations 1960.
Colouring matter in Food Regulations 1966.
Emulsifiers and Stabilisers in Food Regulations 1962.
Arsenic in Food Regulations 1959 - 60.
Artificial Sweeteners in Food Regulations 1969.
Fluorine in Food Regulations 1959.
The Meat Sterilisation) Regulations 1969.
Lead in Food Regulations 1961.
Preservatives in Food Regulations 1962.
Liquid Egg (Pasteurisation) Regulations 1963.
Mineral Hydrocarbons in Food Regulations 1966.
Bread and Flour Regulations 1963.
Antioxidant in Food Regulations 1958 and 1966.
The Food (Control of Irradiation) Regulations 1967,
The Solvents in Food Regulations 1967.
The Soft Drinks Regs. 1964. - (Amendment) Regulations 1969.

*MEDICAL INSPECTION OF ALIENS AND COMMONWEALTH CITIZENS - Immigration Act 1971

*The Immigration Act 1971, which came into force on 1st January, 1973, replaces all previous legislation and the Ministry of Health Instructions to Medical Inspectors (1968) has now been replaced by:-

Medical Examination under the Immigration Act 1971, Instructions to Medical Inspector.

FOOD INSPECTION

Report by the

CHIEF PORT HEALTH INSPECTOR

Again this has been a year of expansion, trade has increased as will be seen from the figures in other parts of this report. During the year new berths have come into operation, new lines have come into being on both sides of the river, this extra trade giving extra work to the staff, in addition to increased duties arising from variations in trade.

Most of the foodstuffs are now containerised and where necessary these are refrigerated. 31,561 containers of foodstuffs were dealt with during the year showing an increase of over 3,000 on last years figures. 3,782 containers were forwarded to Inland Clearance Depots for Customs clearance. The Authority in whose District the I.C.D. is situated is responsible for the inspection of such containers. 491 containers and 218,853 cartons were sent forward for examination at destination after notification to the receiving Authorities. This again shows a decrease on last years figures as more foodstuffs are being examined at the port by the Inspectors.

Loose cargoes arriving consisted mainly of fruit, vegetables, fish, canned goods and dried fruit.

Navyard Wharf is visited daily as trailers or containers of foodstuffs arrive regularly.

Imported Food Regulations 1968.

These are the main Regulations dealing with the inspection of imported food.

Foodstuffs seized as unfit, or not complying with the Regulations are shown in Appendix II. In some instances it was possible to allow unsatisfactory foodstuffs to go forward for animal feeding, after arrangements with the receiving Authority. Under the Meat (Sterilisation) Regulations, all such meat must be labelled as unfit for human consumption, so it means that meat diverted for animal feeding has to be labelled at the Port.

One consignment of sow meat pieces was re-exported as it did not comply with the Regulations. It did not constitute a recognised cut of meat nor did it come from the only meat establishment in the country of origin which is allowed to export chopped meat to this Country.

Total amount of foodstuffs seized under the Regulations was 133 tons, 16 cwts., 1 qtr. and 17 lbs.

Under the Regulations, where meat or meat products arrive without official certificates, or with incorrect certificates, and it would appear that this was due to a bona fide mistake, the case may be referred to the Ministry so they can make enquiries.

There has been again increase in the number of samples submitted for chemical and bacteriological examination, 233 samples were sent for chemical colouring, preservative or mould content and general examination and 424 samples were submitted for bacteriological examination.

Reports on foodstuffs submitted for chemical and bacteriological examination are shown in Appendices III A and B. Appropriate action for the destruction, re-exportation or release conditional upon the food being properly processed for pet food was taken on the few occasions when adverse laboratory reports were received. The standard of imported food is generally high, and there is a close liaison between the ports, particularly when adverse results are obtained following the sampling of an imported foodstuff.

Meat (Sterilisation) Regulations 1969.

These Regulations give control over the importation of unsterilised meat which is unfit for human consumption, or without official certificates.

All such meat must be sent for sterilisation and every package must bear a notice that it is unfit or not intended for human consumption. When such meat is despatched from the Port, the container must be locked and bear a notice that the meat is unfit for human consumption.

If the meat is to go into store pending delivery to processor, written authority of an authorised officer at the Port must be obtained. This authority is not issued until the Health Authority where the cold store is situated has notified this Authority that they are willing to receive the meat, and that it can be segregated in the store.

136 containers of inedible meat or offals for animal feeding arrived during the year, and were dealt with under these regulations.

Food Hygiene (Docks and Carriers) Regulations 1960.

Supervision was exercised under these Regulations to ensure that foodstuffs discharged were handled in an hygienic manner, and cleanliness of ships holds, quays, warehouses and equipment was controlled, also cleanliness of trucks, lorries and containers used for carrying foodstuffs.

APPENDIX I

FOODSTUFFS IMPORTED DURING THE YEAR FOR CLEARANCE AT THE PORT

<u>Commodity</u>	<u>Containers</u>	<u>Loose</u>	<u>Commodity</u>	<u>Container</u>	<u>Loose</u>
Vegetables		529,889	Lard	584	100
Fruit	2,710	90,789	Back Fat	175	
Fish	1,598	93,266	Mixed foods*	253	1,281
Shellfish	374	26,313	Cakes	142	2,595
Tinned Fish	114	48,960	Ryebread	1	3,416
Bacon	134	334	Marzipan	15	1,606
Beef	8,002		Dried Egg	39	1
Tinned Fruit	35		Sauces etc.	31	
Boneless beef	1,040	22,301	Wheat gluten	3	
Offals	77	1,862	Frozen ham	1	
Cuts Beef	744		Vegetable protein	1	
Sausage	91	11,518	Vegetable ghee	12	
Cheese	132	7,331	Horsemeat	45	
Eggs	400	146	Beef fat	50	
Butter	441	9,144	Casings	3	93
Biscuits	1,180	2,273	Tinned Poultry	13	
Tinned Meat	185	103,521	Tinned Chinese foods	8	
Tinned Vegetables	1,588	3,193	Frozen omelette mix	5	
Bread	2,825	386	Ice cream	1	
Vacuum packs (Ham)	34		Nuts	146	20,650
Fruit Juice	86	418,441	Dried milk	215	200
Osseine	472		Pigs	17	
Tomato paste/puree	525		Frozen fruit	117	
Cereals	170	374,523	Jam	39	
Dried Fruit	211	2,113	Frozen vegetables	209	
Dried vegetables	143	3,570,638	Sugar	48	
Preserved vegetables	1,265	54,371	Rice	1,094	
Frozen pastry	91	200	Confectionery	233	2,717
Rennet	57	360	Tea	1,820	264
Soups	13		Preserved fruit	14	
	63	3,562			

*Mixed foods: Two or more different types of food in the same container.

<u>Commodity</u>	<u>Containers</u>	<u>Loose</u>	<u>Commodity</u>	<u>Container</u>	<u>Loose</u>
Rinds	132		Coffee and extract	32	2,215
Inedible meats (Pet Food)	136		Lemon base		1,042
Artificial casings		1,507	Whey powder	9	
Sandwich cream	7		Cake and pudding mixes	3	70
Artificial chicken paste		25	Butter oil	1	
Wheat	10		Liquid chocolate	4	
Soya products	513	60	Frozen egg	55	770
Frozen chicken	109		Corn sugar	7	
Tinned cream	66	10,543	Edible leaves		169
Vegetable juice	7		Colourings	17	
Tomato juice	18		Yoghurt	23	
Mineral water	73	1,060	Pate and vegetable pate	3	
Veal	113		Gulls eggs		190
Hops	7		Duck eggs		25
Fruit pulp	132	22,209	Honey	75	1,004
Cocoa powder	11	80	Dextrose	9	
Cocoa beans	141		Caffein	1	
Cocoabutter	153		Dried meat	3	
Dried fish	1		Oil of cloves	1	
Pickled mussels		150	Pork fat	2	
Yeast extract	2		Tinned milk	4	
Cream of tartar	1		Glucose	1	
Vegetable protein concentrate	1		Malt	64	
Dietetic products	1		Frozen lamb	20	
Cheese powder	9		Frozen rabbits	8	
Candied peel	6		Potato crisps	54	
Cuts of port	120		Syrup	1	107
Vegetable fat or oil	1		Liquid egg	11	
Spices and herbs	12		Salt	1	

TOTALS: Containers 31,561 Loose 6,218,238

Containers for Inspection at Inland Clearance Depots 3,782.

Containers for Deferred Inspection at Destination 491.

APPENDIX II.

SEIZURES UNDER THE PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS 1968.

	<u>Tons</u>	<u>Cwts.</u>	<u>Qtrs.</u>	<u>lbs.</u>
Fresh Vegetables		3	3	25
Tinned Fruit		7	-	18
Tinned Meats	7	15	-	17
Dried Fruit	10	19	3	1
Tomato Paste	9	13	2	1
Fish				14
Sow Meat Pieces			2	-
Boneless Lamb	6	6	-	-
" Beef	8	15	3	1
" Mutton	4	4	2	9
Frozen Cooked Chicken Meat	27	4	1	4
" " " Skins	9	1	1	20
" Raw Chickens	6	7	-	8
Tinned Fruit Juice		3	-	23
Tinned Cod Roe	1	-	3	5
Rice	5	2	-	6
Lard	9	1	1	20
Frozen Raw Prawns	7	5	3	8
Chilled Cowbeef	6	16	-	8
Sauces	13	7	2	25
	<u>133</u>	<u>16</u>	<u>1</u>	<u>17</u>

APPENDIX III (A)

REPORTS ON FOODSTUFFS SUBMITTED FOR CHEMICAL EXAMINATION

Commodity	Country of origin	Purpose of Examination	Result
Tomato Concentrates (13)	Italy	Mould content	5 - 20%
	Hungary	"	19%
	Bulgaria	"	42%
(2)	Turkey	"	15 - 23%
(5)	Portugal	"	15 - 36%
(2)	Greece	"	11 - 23%
(2)	Spain	"	18 & 75% *
Tinned Fruits	France, China,	Colourings &	Nil preservatives
	Italy, S.Africa	preservatives	Permitted colours.
	U.S.A., Canada,	"	"
	Portugal	"	"
	Hungary, Italy,	"	"
	Switzerland.	"	"
Jams	Germany, Austria.	" Metal	All negative
Apple sauce	Austria	Meat content	10, 10 and 14%
Stuffed green peppers (3)	Belgium, France,	Colourings and	Nil.
Tinned vegetables	U.S.A.	preservatives	Nil.
	Holland	Colourings	Various permitted.
Wine gums	Germany	"	Nil.
Chocolate novelties	Cyprus	Preservatives	Diphenyl 15 - 22%
Citrus Fruits	Finland	Colourings	Nil.
Filled chocolate bars	Italy	"	Permitted.
Cherries in Brandy	Denmark	Colourings and	Nil
Herring in Madeira sauce	Denmark	preservatives	Sorbic Acid 180 ppm *
Herring fillets Marinated	Denmark	"	Nil
Mackerel in Tomato Sauce	Denmark	"	Nil
" Worcestershire Sauce	Denmark	"	Nil
Brislings in Mustard Sauce	Denmark	"	Nil
Tinned Peeled Chestnuts	France	"	Nil
Cake mixes (3)	U.S.A.	Preservatives	Nil
Pineapple Juice	Germany	" & Colourings	Nil
Cherry pulp	Canada	"	Nil
Pickled cucumber	Holland	" & Colourings	Nil Preservatives, Permitted colour.

APPENDIX III (A) Continued

Commodity	Country of origin	Purpose of Examination	Result
Pepper sauce	West Indies	Preservatives	Nil.
Currants (2)	Greece	"	Nil.
Sultanas	Greece	"	Nil.
Tea	India	Lead & Arsenic	Lead 2.2 ppm. Arsenic 0.2ppm.
Meat Salad	Germany	Meat content	18%
		Preservatives	Nil.
Bubble gum	Spain	"	Nil.
	Belgium	Colourings	Permitted.
Tinned Spinach Puree	Holland	Preservatives	Nil.
Sauces (5)	U.S.A.	"	SO2 0 - 120 ppm.
Chocolate filled bars	Finland	Colourings	Permitted
Groundnuts in shell	Nigeria, Israel,	Aflatoxin	0.15 ppm.
	Egypt, Syria	"	Less than 0.005 to
	Spain, U.S.A.	"	0.005ppm.
Shelled groundnuts			Antioxidant and Sorbic
Non-alcoholic cocktail	U.S.A.	Preservatives	acid *
mixes (Samples)	Finland	Colourings	Permitted
Chocolate sweets	U.S.A.	"	"
Cake mixes (3)	Holland	"	"
Fruit drop sweets (2)	Spain	"	"
Glaze cherries	Austria	" & Preservatives	Nil
Wine sauerkraut	Holland	"	Permitted
Spinach puree	Portugal	"	"
Tinned Olives	Sicily	Preservatives	SO2 130ppm.
Lemon Juice			Benzoic acid 407ppm
Apricot pulp	Norway	"	Nil.
Cucumber relish	Canada	"	260ppm Benzoic acid *
Chili sauce	Canada	"	128ppm " *
Sauce Bernaise	France	" & Colourings	Nil.
Dijon Mustard	France	"	SO2 90ppm nil colours
Mayonnaise	Italy	"	Nil
Tinned Grapefruit Juice (5)	Greece	Lead	0.05 - 0.32ppm.
Tinned Red Peppers (2)	Spain	Lead	0.2-0.3ppm.
Tinned Artichokes	Spain	Lead	0.3ppm.
Caramel gum	Italy	Colourings	1 permitted - 1 non-permitted *

APPENDIX III (A) Continued

Commodity	Country of origin	Purpose of Examination	Result
Mocca wafer	Holland	Colourings	Nil.
Sultanas	Turkey	Arsenic	0.1ppm.
Tinned grapefruit juice (6)	Greece	Tin	10 - 207ppm.
Tinned Tomato paste	Turkey	Copper	8.2ppm.
Tinned artichokes (2)	Spain	Tin	70 - 170ppm.
Frozen cooked peeled prawns	Canada	Mercury	0.01ppm.
Frozen crab	Canada	"	0.09ppm.
Hazelnut cream wafers	Austria	Colourings	Nil.
Mints	Germany	Flavourings	Nil.
Chocolate confection	Switzerland	Colourings	Nil.
Currants	Greece	Lead	0.7ppm.
Sultanas	Greece	"	0.2ppm.
	Turkey	"	0.1ppm.
Tinned Salmon	Canada	"	1.0ppm.
Tinned Sauerkraut	Germany	Preservatives	Nil.
Tinned Red Beet Juice	Germany	"	Nil.
Tinned Carrot Juice	Germany	"	Nil.
Tinned Morello Cherry drink	Germany	"	Nil.
Filled Chocolate Eggs	Austria	"	Nil.
Tinner Peppers (2)	Spain	Tin	10ppm.
Tinned Salmon (2)	Canada	Mercury	0.02ppm.
Tinned Lump Fish Roe	Iceland	"	0.6ppm.
Tinned Sprats	Denmark	"	0.7ppm.
Fresh apples	U.S.A.	Ethoxyquin	Less than 1ppm.
Raspberry syrup	Switzerland	Preservatives	Nil.
Salami	Austria	"	Sodium nitrate 20ppm.
Tinned Meats various (9)	Denmark	" & Colourings	Permitted colours, Sodium nitrite: 18-80ppm, 1: Ascorbic acid 300ppm.
Tinned mussels (3)	Denmark	Mercury	0.3 - 0.7ppm.
Tinned Brisling	Denmark	"	0.1ppm.
Tinned Tuna	Japan	"	0.04ppm.
Tinned Monk Fish Roe	Iceland	Lead	0.5ppm.
Tinned Sprats	Denmark	Lead	0.9ppm.
Tomato Ketchup	Italy	Preservatives	Nil.
Tinned Stuffed Courgettes	Austria	Meat content	14%
Tinned Stuffed Tomatoes	Austria	Meat content	8.5%
Coffee	Germany	Additives	Nil.

APPENDIX III (A) Continued

Commodity	Country of origin	Purpose of Examination	Result
Potato Dumpling Mix	Germany	Preservatives & Colouring	SO2 20ppm. Nil colours.
Iced Gem Biscuits	Belgium	Colourings	Permitted
Tinned Mussels (3)	Denmark	Lead	0.3 - 0.9ppm.
Tinned Brisling	Denmark	Lead	0.1ppm.
Pepperonata	Switzerland	Preservatives	Nil.
Ratatouille	Switzerland	"	Nil.
Blackcurrant lemon drink	Germany	" & Colourings	Nil.
Ravioli	Switzerland	Preservatives	Nil.
Grapefruit juice	Israel	" & metals	Nil. preservatives, lead less than 0.05ppm.
White grape juice	Germany	Colourings	Nil.
Red grape juice	Germany	"	Nil.
Apple juice	Germany	"	Nil.
Blackcurrant drink	Germany	"	Nil.
Apricot nectar	Germany	"	Nil.
Lasagne	Switzerland	Meat content	12.4%
Cannelloni	Switzerland	Meat content	18%
Chocolate menier	France	Colourings	Nil.
Chocolate coins	Belgium	"	Nil.

Items marked * contravened the appropriate Regulations and the goods were re-exported or otherwise dealt with.

APPENDIX III (B) - BACTERIOLOGICAL EXAMINATION

Commodity	Country of Origin	No. of Samples
Frozen cooked lobster	Cuba, Canada.	14
Raw lobster	Cuba, Canada.	2
Cooked pork loin	Holland	1
Quick frozen cockles	Holland	2
Macaroni, spaghetti etc.	Italy, Turkey	18
Frozen cooked peeled prawns.	Malaysia, Hong Kong, Iceland, Chile, U.S.A. Canada, Greenland, China.	71
Frozen Raw prawns	Bangladesh, India, Pakistan, U.S.A., Panama, Cuba.	24
Cooked Pickled prawns	Iceland	3
Cooked crab meat	Canada	11
Breaded clams	U.S.A.	4
Raw oysters	U.S.A.	1
Frankfurters	Italy, Denmark.	2
Bacon	Denmark, Holland.	8
Tinned Meats - various	Denmark, Holland, Argentina, Bulgaria, Brazil, U.S.A., Yugoslavia, Spain, Malta.	65
Tinned Cream	Denmark	4
Salami	Denmark, Italy, Holland.	20
Clam Sauce	Italy	1
Ravioli	Switzerland	7
Tinned fish	Germany, Denmark, U.S.A. Canada, Iceland, Italy.	19
Tinned Squid	Italy	1
Tinned Octopus	Greece	1
Frozen Cooked Crawfish	Cuba	1
Tinned Meat Products	France, Italy, Switzerland.	14
Tinned Chicken	Holland	10
Tinned Snails	Turkey	1
Yoghurt	Germany, Holland.	7
Frozen Dinners	Canada	2
Frozen Rabbits	China	6

APPENDIX III (B) (Continued).

Commodity	Country of Origin	No. of Samples.
Frozen Pizza Pie Crusts	U.S.A.	3
" Chocomousse	Germany	1
" Ice Cream	Germany	3
" Omelette Mix	U.S.A.	3
" Cake	Canada	1
" Sausage Rolls	Denmark	1
Frozen Chicken	Denmark, Holland.	5
" " Meat	U.S.A., Holland, Canada.	44
" " Skins	Canada, Holland.	17
" " Gizzards (raw)	Holland	3
" Cooked Turkey Pieces	U.S.A.	5
Sausages	Denmark	2
Vacuum Packs (Ham)	Denmark	2
Fish Paste	Italy	1
Liver Pate	Denmark	1
Cooked Pork Sausage	Holland	2
Tinned Corn Meal	Italy	1
Tripe with Beans	Italy	1
Dried Egg	Sweden	1
Baby Cereal	Germany	1
Shrimp Flavoured Chips	Hong Kong	1
Rice	U.S.A.	2
Artificial Cream	Canada	1
Dehydrated Chicken Meat	Germany	1
Egg Noodles	Italy	1

Samples generally satisfactory and appropriate action taken
where necessary.



